

DEPARTMENT OF THE ARMY
HEADQUARTERS, U.S. ARMY FIELD ARTILLERY CENTER AND FORT SILL
Fort Sill, Oklahoma 73503-5000

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Aviation
ARMY AVIATION: GENERAL PROVISIONS AND FLIGHT REGULATIONS

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CHAPTER 1

GENERAL

1-1. PURPOSE. To set forth aviation policies and procedures for commanders and aviation personnel assigned, conducting aviation operations or attached to the U.S. Army Field Artillery Center and Fort Sill (USAFACFS). The policies and procedures contained herein are directive in nature and implement existing Department of the Army, TRADOC, and FORSCOM publications.

1-2. REVIEW. Directorate of Plans, Training, and Mobilization will review this regulation annually for revision and update. This annual revision does not preclude changes being made throughout the year as required.

1-3. OBJECTIVE. To provide a thorough knowledge of directives and policies to conduct aviation operations in a safe and efficient manner.

1-4. RESPONSIBILITIES.

a. The Chief or Director of Aviation Division, Directorate of Plans, Training, and Mobilization (DPTM) will--

(1) Supervise Airfield Operations, MEDEVAC and Air Traffic Control IAW applicable regulations and guidance provided by the Director, Directorate of Plans, Training, and Mobilization.

(2) Support USAFACFS contingency plans, as directed.

(3) Monitor use and condition of auxiliary stagefields, heliports, and aviation training areas located on the Fort Sill military reservation.

(4) Serve as aviation advisor to the Commanding General, USAFACFS.

(5) Supervise the Installation Aviation Safety Program.

(6) Serve as chairperson of the Aviation Safety Council.

b. Installation Aviation Safety Officer will--

(1) Monitor overall airfield services, operational, and safety requirements of airfield activities.

(2) Monitor airfield operations to include flight dispatch and airfield services.

(3) Be responsible for planning, organizing, and administering the airfield safety program.

(4) Evaluate and monitor the effectiveness of aviation safety programs and practices to determine compliance with higher headquarters directives.

CHAPTER 2

AVIATION MANAGEMENT

2-1. INDIVIDUAL FLIGHT RECORDS.

a. DPTM Airfield Operations Branch, Building 4907, Room 206 is the designated aviation records management office for Fort Sill, Oklahoma to maintain flight records and aviation training records for permanent party aviation personnel assigned to nonoperational aviation positions or otherwise restricted from flying duty.

b. Each Aviation crewmember must present his or her DA Pam 3513 (United States Army Individual Flight Record Folder) to the Airfield Operations Officer or NCOIC within 14 calendar days after reporting to Fort Sill for duty.

(1) In order for flight status personnel to continue receiving flight pay all aviation personnel receiving flight pay must report to Building 4907, Room 205 HPAAF with flight records within 14 days of signing onto post.

c. Military Personnel/AG Branch, Building 3164 will provide Airfield Operations Branch a monthly listing of permanent party aviation personnel.

d. Operational and nonoperational aviation personnel are responsible for maintaining a current flight physical. Maintain aviation medical records in accordance with current flight surgeon/RACH policy.

2-2. LOCAL FLYING AREA BOUNDARIES.

a. Fixed Wing aircraft local flying area limits (Dallas-Fort Worth Sectional) are-- (Do not conduct flights beyond these boundaries on a local or tactical flight plan.)

(1) Northern boundary. Beginning at Shamrock, TX (includes Shamrock Airport), extending eastward along Highway (Hwy) 40 to Sayre, OK; Elk City (includes Elk City Muni); Clinton (includes Clinton Muni); Weatherford (includes Weatherford Muni); El Reno; Oklahoma City (includes Governor's Pad, New Mercy Hospital Pad, Baptist Hospital Pad, Army National Guard Pad, Wiley Post, Expressway); to Shawnee (includes Shawnee Muni).

(2) Eastern boundary. Beginning at Shawnee, OK, along I-40 to Fort Smith Muni (including Fort Smith Muni and Chaffee AAF); to Poteau, OK; along Hwy 270 to Hawthorne, OK, to Kiowa, OK; along Hwy 69 to Sherman, TX; along Hwy 75 to Redbird Airport.

(3) Southern boundary. Hwy 20 to Hwy 199, along Hwy 199 to Jacksboro, TX; to Graham Muni, west along Hwy 209 to Brazos River; extending northwest along the river to Seymour, to the railroad that crosses the river north of Knox City, TX.

(4) Western boundary. Beginning at the railroad bridge north of Knox City, TX, extending north along Hwy 6 to Crowell; north along Hwy 6 to Quanah (includes Quanah Muni); west along Hwy 287 to Childress (includes Childress Muni); then north along Hwy 283 to Shamrock, TX.

b. Navigational aids that result in terminal approaches to the airports outlined above are also included.

c. The Fixed Wing local flying area is divided into five sectors: The northeast quadrant is Sector A; the southeast quadrant, Sector B; the southwest quadrant, Sector C; the northwest quadrant, Sector D; and area within Fort Sill boundaries, Sector O.

d. Rotary Wing aircraft local flying area limits (Dallas-Fort Worth Sectional) are-- (Do not conduct flights beyond these boundaries on a local or tactical flight plans.)

(1) Northern boundary. Beginning at Hobart Airport (KHBR) Lat. 34 deg. 59' N and Long. 99 deg. 03' W (NW corner of local flying area) extending eastward generally following the high tension power line to Anadarko Airport then along highway 62 to Chickasha Airport (KCHK) Lat. 35 deg. 06' N and Long. 97 deg. 58' W (NE corner of local flying area)

(2) Eastern boundary. Beginning at Chickasha Airport (CHA) Lat. 35 deg. 06' N and Long. 97 deg. 58' W (NE corner of local flying area) extending southward generally following highway 81 to Halliburton Airport (DUC) Lat. 34 deg. 28' N and Long. 97 deg 58' W. (SE corner of local flying area)

(3) Southern boundary. Beginning at Halliburton Airport (DUC) Lat. 34 deg. 28' N and Long. 97 deg 58' W. (SE corner of local flying area) and extending Westward along a route to Walters Airpark, then west direct to Chattanooga Airport (92F), then direct to the Frederick Airport (FDR) Lat. 34 deg 21'N and Long. 98 deg. 59' W. (SW corner of local flying area)

(3) Western boundary. Beginning at Frederick Airport (FDR) Lat. 34 deg 21'N and Long. 98 deg. 59' W. (SW corner of local flying area) and extending Northward to Hobart Airport (KHBR) the starting point Lat. 34 deg. 59' N and Long. 99 deg. 03' W (NW corner of local flying area)

e. The Rotary Wing local flying area is divided into five sectors: The northeast quadrant is Sector A; the southeast quadrant, Sector B; the southwest quadrant, Sector C; the northwest quadrant, Sector D; and area within Fort Sill boundaries, Sector O (See figure 2-1).

2-3. TRAFFIC BOUNDARIES, HPAAF. Beginning at LAT 34 38'15"N, LONG 98 26'47"W: thence clockwise along the arc of a 2.5 mile radius circle centered at LAT 34 38'18"N, LONG 98 24'06"W; to LAT 34 39'33"N, LONG 98 26'17"W, to LAT 34 40'12"N, LONG 98 24'08"W, to LAT 34 38'15"N, LONG 98 20'55"W; thence to point of beginning.

a. All VFR aircraft **shall** contact Henry Post Tower prior to entering the Class D airspace on appropriate frequencies.

b. FW ACFT. FW ACFT will operate in the traffic pattern at an altitude of 2,700 feet mean sea level (MSL) for Categories A, B and C, and at 3,200 feet MSL for Categories D and EU. Utilize West traffic patterns unless otherwise directed or authorized by Air Traffic Control (ATC).

c. Rotary-Wing (RW) ACFT. RW ACFT will operate in the traffic pattern at an altitude of 1,900 feet MSL, on downwind, 1,600' MSL on base leg, and will utilize east traffic unless otherwise directed or authorized by ATC personnel.

(1) Night operations. RW ACFT will use the main runway or parallel taxiway during normal night operations. Fly east traffic as cleared by ATC personnel.

(2) Daylight operations. RW ACFT will normally use the parallel taxiway or the SOD area for daylight operations rather than the main runway.

(3) External loads. RW ACFT with external loads will fly routes to avoid over-flight of built-up areas and the main runway. Primary training area for external loads is Southeast Corner (652334).

(4) Fly VFR RW flights at an altitude commensurate with missions needs not to exceed 500 feet above ground level (AGL) when flying within the boundaries of the Fort Sill Military Reservation. Exceptions to this policy will be when flying over congested areas, instrument training, airport traffic area, or when the mission dictates. Coordinate flights conducted above 500' AGL while within 5601 restricted area with Range Control.

d. No-fly Areas.

(1) ACFT will not fly over the Post Ammunition Storage Area below 2,200 feet MSL.

(2) Due to frequent blasting at grid coordinates 5447 and 5547 (Rock Quarry/Limestone Plant), there will be no flying below 2,200 feet MSL over this area when notified that blasting will occur. Henry Post Tower and Approach Control will issue warning calls to all ACFT on appropriate frequencies.

(3) ACFT will avoid low level over-flight of the FW landing strip operated by Leatherbury Air Spraying Service located approximately 5 miles north of Medicine Park at Coordinates NP468500.

(4) When flying between Medicine Park Y(NP 478425) and Rabbit Hill Stagefield at or below 1,600 feet MSL, ACFT will remain over the military reservation.

(5) House at Grid NP 31206160 is restricted from flight up to 500 ft AGL within a 1/4 mile radius.

(6) DPTM Range Division has designated an area to be utilized by Explosive Ordnance Disposal (EOD) personnel to destroy various types of ordnance. This area is bounded by grid coordinates 370350, 370380, 385380, and 385350, and is designated as a Demolition Warning Area. Units will outline this area on all locally used charts and maps. When the area is operational, Range Control will broadcast this information on the Range Control Radio Net. ACFT calling for admittance to the range will be advised upon initial contact that the area is in use and will be avoided. When the area is cold, ACFT may transit the area; however, landings are not authorized in this area except under emergency conditions.

(7) Units operating aircraft on Fort Sill and vicinity will not fly over Ostrich/Emu farms. Farm locations are posted in Henry Post Army Airfield Dispatch. Unit's Operations Sections are responsible for updating these locations.

2-4. RANGE FLIGHTS. R5601 is the restricted area that encompasses the entire Fort Sill reservation, except the airport traffic area. DPTM Range Division has exclusive user rights and control to all airspace over the Fort Sill ranges. Units desiring to engage in aerial flight to include day or night flights, night vision devices, or laser operations within R5601 are required to receive a Fort Sill Safety briefing on command and local directives/procedures. Request briefing and local area orientations through DPTM Aviation Division (see USAFACFS Reg 385-1, paragraph 2-4).

a. Flights within R5601, the Pilot-in-command (PC) or the Air Mission Commander (AMC) for multi-ship missions will telephonically call Range Control to obtain current firing point and corridor information.

(1) Prior to entry into the airspace controlled by Range Division, ACFT must check into the Range Control net and obtain an up date on hot firing points or training areas. Contact will be on FM frequency 38.50 East Range and 34.50 West Range or UHF 356.5 for either range.

(2) In the interest of flight safety, each Army aviator must recognize the absence of any effective control of air traffic within R5601 and, therefore, must monitor primary air-to-air frequency 143.1 ALT 242.4 and must broadcast position reports in the blind on primary air-to-air frequencies prior to transitioning any corridor, entry/exit of any route structure, arrival/departure to/from stagefields, or transitioning any terrain courses.

b. A minimum of one current Fort Sill Range Map will be on board each RW ACFT. Pilots are required to annotate latest wire hazard changes to their Fort Sill Range maps. If an aircrew member notices any unlisted wire/tower hazards, they will notify Airfield Operations, 442-6160/4643, or use an Operational Hazard Report (OHR).

c. Unaided night flight is authorized within the ranges, however, the minimum altitude of 200' AGL will be flown, except for takeoffs and landings.

d. Air corridors have been established throughout the Fort Sill Military Reservation (R 5601). Rules of the road apply. All corridors, with the exception of the East corridor, are limited to an altitude of 500 feet AGL and below. Corridor altitude will be 200-300' AGL when flying South and West, and 400-500' AGL when flying North and East. NVD traffic and unaided traffic will not fly on the same corridor. Pilots-in-commands will transmit on primary air-to-air frequency 143.1 or Alt. 242.4 when entering or departing an air corridor in order to warn any other aircraft of your corridor position.

(1) West Corridor (VFR only) extends 1/2 mile either side of State Hwy 115 from the South boundary to the North boundary of the military reservation.

(2) Blue Corridor (VFR only) extends 100 meters either side of Blue Beaver Creek from NP407328 to NP412355, then Northwest in the valley direct to NP395370, North through the saddle to NP393380, North through the saddle to NP394390, Northeast following the low ground to the intersection of Blue Beaver

Valley Road and Ketch Road, NP389396, North on Ketch Road to Gate 14, NP399425.

(3) Red Corridor (VFR only) is bounded on the North by the military reservation and 100 meters either side of a course from NP518424 to 521403, from NP521403 to 522399, from NP522399 to 528394, from NP528394 to 525375, from NP525375 follow the arc of the airport traffic area to NP514365, from NP514365 to 511366, West along Signal Mountain Road to NP508366 and parallel Tower 2 Road south to McKenzie Hill Road, NP507345, West along McKenzie Hill Road to NP498345, from NP498345 along Moway Road to Gate 6, NP498327.

(4) Green Corridor (VFR only) extends 100 meters either side of a course from NP 567360 to 569360, from NP 569360 to 573364, from NP 573364 to 575366, from NP 575366 to Bald Ridge Road, then along Bald Ridge Road to the East boundary of the reservation, NP 657397.

(5) East Air Corridor (See figure 2-2.). This corridor is composed of three sectors: (1) VFR Sector, (2) West IFR Sector, and (3) East IFR Sector. The East Air corridor defined on the north by the military reservation from NP 496427 East to NP 593429; on the East by a line extending from NP 593429 to 574382; then South along East Cache Creek to boundary of HPAAF Class "D" Airspace; on the South by the boundary of the Class "D" Airspace on the West by a line extending North from the Class "D" Airspace boundary from NP 524375 to NP 496427.

(a) VFR Sector. The west boundary is the #54 N-S grid line and east boundary is East Cache Creek.

(b) East/West IFR Sector. The remaining portion of the East Air Corridor excluding the VFR Sector.

(6) VFR Sector will be free of firing activities allowing for safe flow of air traffic.

(7) East/West IFR Sectors are segments of airspace for ARAC/Tower use when the weather is below minimums. This airspace provides an added margin of safety when weather or emergencies require its use. ARAC/Tower will inhibit (check fire) firing activities in these sectors when arriving/departing aircraft need the airspace to make an instrument approach/departure.

d. Range Division will provide Aviation Division ATC Branch a weekly corridor report that will list the status of the east corridor only.

(1) Restrict requests for check fire in IFR sectors of East Air Corridor by ARAC or Henry Post Tower to the following conditions: Airfield is below VFR minimums and IFR ACFT are arriving or departing through East Corridor, or anytime an emergency exists and the pilot or controller believes flight through the IFR sector would enhance safety for ACFT or aircrew.

(2) When a check fire is required, Tower or ARAC will call Range Division via hotline. Make requests for check fire not less than 5 nor more than 10 minutes prior to estimated time of ACFT entry into corridor, excluding request being made due to an ACFT emergency.

(3) When Range Division is assured that a check fire is completed, they will notify Tower or ARAC.

(4) When necessity for check fire is terminated, the requester (Tower or ARAC) will notify Range Division that the ACFT has cleared the corridor.

(5) Range Division will notify Tower and ARAC when firing is completed within the East Corridor.

e. Range Division will have an individual designated to answer the hotline from Tower or ARAC when there is firing from within the corridor. Backup communication for the hotline will be commercial telephone system.

f. All ACFT will cease operations and depart the range immediately upon request from Range Control.

g. The PILOT-IN-COMMAND will radio to Range Control when his/her mission has been completed and departing the range.

h. During scheduled ceremonies, do not allow practice approaches to HPAAF. Use the west traffic pattern for full stop arrivals. Allow straight-in Runway 17 approaches for full stop arrivals only if the weather conditions and wind directions precludes the use of Runway 35 West traffic patterns. Fixed Wing aircraft taking off to the North must immediately turn right to avoid ceremonies. Arriving and departing Rotary Wing aircraft will not transition through the East Corridor.

(1) East Avoidance Route. Starts sod area HPAAF; proceeds east along Rogers Lane to East Cache Creek, NP585329; turns North and follows East Cache Creek to Peach Tree Crossing vicinity NP568384. ACFT will remain on the East side of the creek while utilizing this route.

(2) West Avoidance Route. ACFT taking off to the South or landing North will utilize West traffic. The avoidance route continues North over the railroad tracks vicinity NP532363, crosses Medicine Bluff, and terminates at the intersection NP531399. ACFT taking off to the North or landing South will fly a direct route to/from the railroad tracks vicinity NP532363.

(3) The HPAAF Airfield Operations Branch will determine whether avoidance routes may be utilized or if a no-fly area is to be established. Allow straight-in Runway 17 approach for full stop arrival only if weather condition and wind direction preclude the use of Runway 35 or west traffic pattern. FW ACFT taking off to the north must immediately turn right or left to avoid ceremonies. Arriving and departing RW ACFT will utilize the established noise avoidance routes when transitioning the cantonment area. Utilize the sod area for training arrivals and departures.

2-5. INITIAL REPORTING POINTS. Local VFR ACFT will use checkpoints to contact HPAAF Tower for clearance through the East Corridor or when approaching to land at HPAAF. The checkpoints are--

- a. From Northwest - over Rabbit Hill Stagefield.
- b. From North - south end of Lake Ellsworth.
- c. From Northeast - Elgin.
- d. From East - Southeast Corner Stagefield.
- e. From Southeast - Comanche Power Station 6NM SE.
- f. From Southwest - Goodyear Plant.
- g. From West - Gopher Stagefield.

2-6. HELICOPTER LANDING AREAS, MAIN POST.

a. Helicopter landing areas for installation support are as follows.

(1) Reynolds Army Hospital Pad (RACH) - Grid NP 579346.

(2) INF Pad - Grid NP 528359.

b. Helipads on main post are restricted to daylight use only except the lighted RACH pad. The RACH lighting is activated by 5 rapid clicks of the VHF radio transmitter on frequency 124.95. Accomplish landings at other locations within the cantonment area on an "as required" basis after approval by DPTM Aviation Division.

c. HPAAF Tower will instruct aviators operating helicopters within Fort Sill main cantonment area to call the Tower prior to departure from the landing area. This procedure is established to assist the air traffic controller in the separation of ACFT departing from the helicopter landing areas, main cantonment area, and those ACFT entering, exiting, or operating within the HPAAF Class "D" Airspace.

2-7. STAGEFIELDS, AND TRAINING AREAS. The following stagefields are available for use by Fort Sill's and transit aviation units: Rabbit Hill (491420) and Southeast Corner (652334).

a. The capability of RW ACFT to operate from unimproved areas without prior ground reconnaissance is recognized. They may land and take off from any part of Fort Sill Range area, except: areas listed on the Daily Surface Danger Area overlay, Weekly Artillery Fire Over Air Corridors report, and monthly Drop Zone Advisory Memo, as closed due to firing or being used for para-drop operations; and areas occupied by troops and vehicles on field exercises unless helicopter operations are part of the exercise.

b. ACFT operating in conjunction with a Training Command or other unit field exercise which are required to fly into areas that are reported closed on the weekly corridor report and daily USAFACFS Reg 95-1 Range Surface Danger Area overlay, may do so only after the pilot has contacted Range Control, either in person or over the FM radio, and complied with requirements of USAFACFS Regulation 385-1.

c. Range Control and Stagefield Frequencies. Primary frequency for air-to-air advisories is VHF 143.1. Secondary is UHF 242.4 with the following FM frequencies being available to aviation units for tactical training:

East Range -	37.90	44.45	45.00
West Range -	33.20	42.10	39.65

d. ACFT desiring to utilize Falcon/Quanah Range when it is being utilized by the US Air Force may do so by contacting Falcon Range on frequencies - - Primary 390.1 and Alternate - 395.9.

e. Use Southeast Corner Stagefield for RW external load training.

2-8. INSPECTION AND MAINTENANCE OF FORT SILL STAGEFIELDS AND HELIPORTS. The Installation Aviation Safety Officer (IASO) will insure a quarterly inspection of stagefields and heliports on the Fort Sill Military Reservation is conducted. This inspection will include checks to reveal potentially hazardous conditions to flight and ground operations. The IASO will coordinate with the Airfield Operations Officer who, in turn, will coordinate with Directorate of Public Works (DPW) and DPTM Range Division to correct any hazardous conditions found during the inspection. The IASO will prepare a written report for any areas having known hazardous conditions. Aviation units, Henry Post Army Airfield Flight Dispatch (HPAAFD), and ARAC will receive this report.

2-9. USE OF HPAAF BY CIVIL AIRCRAFT.

a. Civil ACFT are not authorized to land at any airfield or heliport on the Fort Sill Military Reservation without an approved Prior Permission Request (PPR) unless an emergency situation exists. Civil Aircraft requesting permission to use HPAAF must meet the requirements of AR 95-2 para 15-3 and table 15-2. DD Forms 2400, 2401, and 2402 must be on file and current with airfield operations prior to approval of landing request. PPR numbers for civilian ACFT are controlled by the Airfield Operations Officer and he/she will issue IAW AR 95-2 para 15-9. Civilian ACFT without a PPR or airborne civilian ACFT requesting a PPR by radio will not be given one.

b. Requester must furnish the following.

- (1) Type ACFT and tail number.
- (2) Estimated time of arrive (ETA).
- (3) Estimated time of departure (ETD).
- (4) Point of contact at Fort Sill.

(5) Name, address, and phone number of pilot.

(6) Insurance required by AR 95-2.

(7) Completed hold harmless agreement for any damage resulting from the use of Fort Sill facilities.

c. Enter the PPR number on the flight plan. File a flight plan to land and depart Fort Sill Henry Post Field.

2-10. TEST FLIGHT AREAS. The following areas are designated as the Test Flight Areas and should be used for ACFT test flights originating from HPAAF.

a. Southwest (Dallas-Fort Worth Sectional). Beginning at a point 4 NM west of Lawton, OK, along Hwy 62; west to Snyder; south along Hwy 183 to Frederick; northeast along State Hwy 5 to the junction of State Hwy 36 and 5 to Chattanooga; northeast along State Hwy 36 and 50; and due north along 98 30' to the starting point on Hwy 62.

b. Southeast Helicopter Test Flight Area (Dallas-Fort Worth Sectional). Boundaries are from and including Southeast Corner stagefield, East to Marlow, North to Rush Springs, West to Elgin, and South along the Fort Sill East boundary to Southeast Corner stagefield.

c. Pilots performing test flights in the above and other areas will establish and monitor communications with the Fort Sill Approach Control.

2-11. CLEARANCE INTO ACFT OPERATING ENVIRONMENT, HPAAF.

Taxiways/runways at HPAAF are OFF LIMITS to personnel and vehicles. The Airfield Operations may authorize specific personnel and vehicles, on a case-by-case basis, onto the taxiway/runway environment after coordination with Tower or ARAC (when Tower is closed). All vehicles or personnel must have 2 way communications established with the Tower or ARAC and receive clearance before operating or moving onto the aircraft movement areas of the airfield.

2-12. FLIGHT VIOLATIONS. Follow policies and procedures for reporting and investigating alleged flight rules violations outlined in AR 95-1, para 2-13. Forward an information copy of all reports of alleged flight violations to Cdr, TRADOC, DCST, ATTN: ATTG-IA within 7 day of the incident.

2-13. FLYING WITHIN THE WICHITA MOUNTAINS WILDLIFE REFUGE.

Over-flights of the Wichita Mountains Wildlife Refuge are discouraged and the provisions of Airman's Information Manual, chapter 7, section 4, will apply. ACFT are requested to "maintain ≥ 2,000 AGL over wildlife refuges."

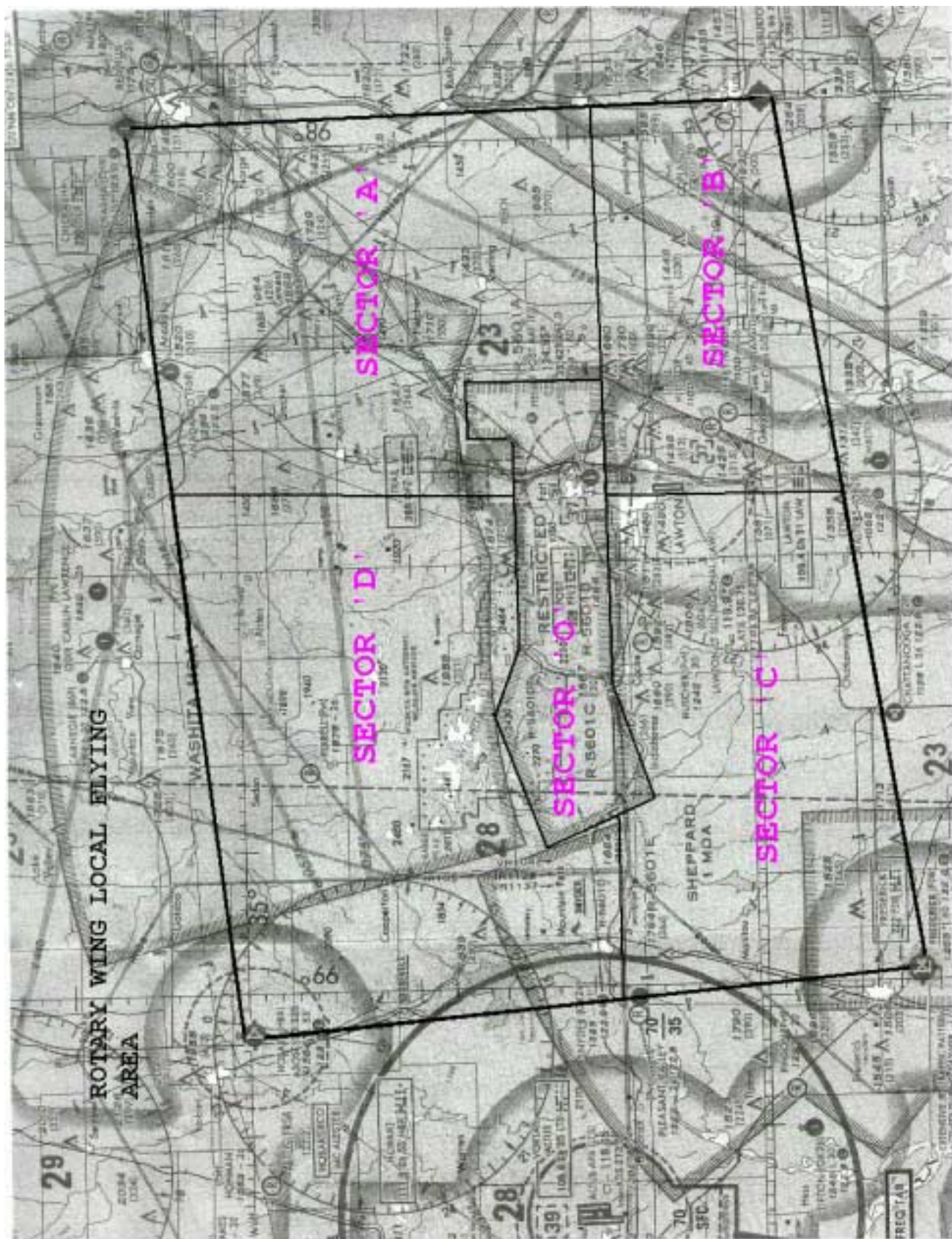


Figure 2-1. Rotary Wing Local Area

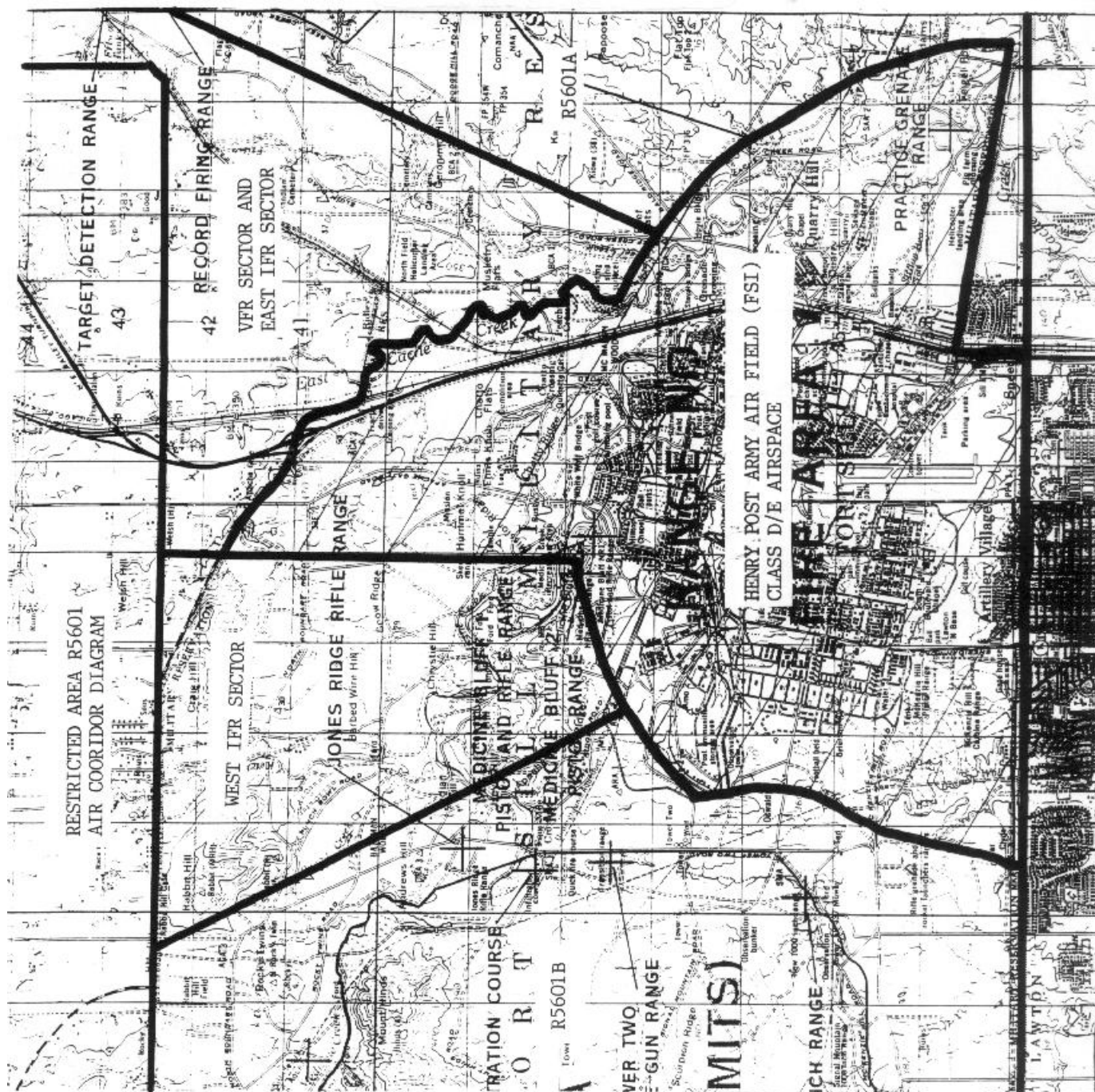


Figure 2-2. East Air Corridor

CHAPTER 3

OPERATIONS AND SAFETY

SECTION I

USE OF ARMY AIRCRAFT

3-1. GENERAL. Authorize flights of U.S. Army ACFT IAW AR 95-1. Exercise care so that U.S. Army ACFT are not used in support of other agencies (government or nongovernment) in any manner which could be construed as competitive to private industry. Refer questionable requests to Director, HPAAF for determination in coordination with PAO. Provision of DOD 4515.13R and AR 360-61 apply to U.S. Army ACFT participating in community relations activities (static displays, aerial demonstrations, etc.).

3-2. REQUESTS FOR OPERATIONAL SUPPORT AIRLIFT (OSA) SUPPORT. Military personnel and DOD civilian employees with official business travel requirements may request Operational Support Airlift (OSA) support in accordance with AR 95-1, para 3-5. Submit requests for OSA aircraft missions on DA Form 2768 through an authorizing official within their chain of command. Authorizing official will state requirements for official government travel and forward all approved request to the Fort Sill OSA Support Validator Office, Building 4907, Room 206, HPAAF NLT 4 days prior to the flight. For more information on Joint Operational Support Airlift Command (JOSAC) mission requirements call (580) 442-6160/4643.

3-3. REQUEST FOR HELICOPTER SUPPORT. Submit requests for unfunded helicopter support by memorandum to the Airfield Operations Officer for processing. Helicopter assets (CH-47 and UH-60A) from the Oklahoma and Texas Army National Guard may be available for joint training. Submit requests a minimum of 14 days in advance of required training. For more information concerning Helicopter support call the Airfield Operations Officer at (580) 442-4643/6160.

3-4. HELICOPTER AMBULANCE REQUESTS.

a. Medical evacuation procedures employing Medevac helicopters are controlled through MEDDAC under provisions of USAFACFS Regulation 40-535 and MEDDAC Memorandum 40-37. Make requests for air evacuation through RACH Patient Administration Division during normal duty hours. During nonduty hours, direct requests to the RACH Administrative Officer of the Day.

b. Conduct emergency range evacuation requests as directed in USAFACFS Reg 385-1.

c. The MEDEVAC Radio and Telephone Operator(RTO) is responsible for coordination with RACH and the fire station for MEDEVAC pickup and off load of patients at the MEDEVAC pad. HPAAF tower will assist in coordinating with RACH and the fire station **only** when specifically requested.

3-5. TRANSPORTATION OF PASSENGERS. DOD 4515.13R and AR 95-1 prescribe who may be transported in U.S. Army ACFT. Obtain authorization for short local orientation flights for visiting nonmilitary dignitaries from Commander, USAFACFS, when such flights are considered to be in the best interest of the Department of the Army. Forward requests for these flights to DPTM for approval on an individual basis.

Section II Safety

3-6. ACCIDENT PREVENTION PROGRAM. The Fort Sill Aircraft Accident Prevention Program in USAFACFS Reg 385-95 and Aviation Pre-accident Plan are presented in USAFACFS Pam 385-95.

3-7. AVIATION SAFETY COUNCIL. This council is established in USAFACFS Regulation 385-95, IAW AR 385-95, to manage the installation's Aviation Safety Program.

3-8. AVIATION SAFETY MEETINGS. Conduct Aviation Safety meetings monthly by each unit having assigned ACFT. Aircrew members on flight status will attend these meetings.

3-9. AVIATION LIFE SUPPORT EQUIPMENT (ALSE) INSPECTIONS. Inspect all ALSE IAW appropriate regulations by each unit's ALSE shop.

3-10. ACTIVATION OF PRIMARY CRASH ALARM SYSTEM: In the event of an ACFT accident, Henry Post Tower has the authority to verify the status of an ACFT, which has declared an in-flight emergency or has performed a precautionary landing. If observed by an airborne ACFT, the PILOT-IN-COMMAND will immediately notify Henry Post Tower or ARAC to activate the HPAAF Primary Crash Alarm System. Other personnel will contact HPAAFD, 442-5808/3012 or 911.

CHAPTER 4

TRAINING

4-1. STANDARDIZATION FLIGHT EVALUATIONS.

a. Do evaluations in accordance with the applicable ATMs for the ACFT.

b. IP/SP/IE/ME will administer evaluations.

4-2. WEATHER TRAINING. Conduct a seasonal weather briefing during unit aviation safety meetings and prior to commencement of flight operations for transient units. Units will notify Operating Location A, 3d Weather Squadron, (OL-A, 3rd WS), at least 2 weeks prior to the desired class.

4-3. TRANSIENT AND TDY MEDEVAC CREW TRAINING. The following requirements are established for training.

a. Upon arrival at Fort Sill, all RW ACFT aircrews (Pilots) desiring to train and operate within Restricted Area 5601 must contact Airfield Operations Branch, for an Airfield, Range, and Safety Briefing. This briefing will be valid for 1 year from the date of the aviators last briefed flight at Fort Sill. Document this briefing on a memorandum and the IASO will maintain it IAW AR 25-400-2.

(1) Coordinate briefings through Airfield Operations 48 hrs prior to the briefing by calling (580) 442-6160/4643 or DSN 639-6160/4643.

(2) Determine the type briefing required by the units training intentions, but accomplish all briefings prior to commencing ACFT operations.

b. MEDEVAC units supporting Fort Sill will receive a detailed orientation and safety briefing prior to assuming MEDEVAC mission.

c. Briefings. An outline of each briefing is contained in appendix A.

4-4. PRACTICE EMERGENCY PROCEDURES TRAINING. An operating tower, a crash rescue vehicle, and a crew placed on standby are required to perform autorotations of all types.

4-5. NVD FLIGHT TRAINING. The following procedures are established for use of NVDs for Fort Sill flight training and apply to aviators who conduct flight training using NVDs.

a. HPAAF Lighting. Keep airfield lighting to the minimum necessary for mission accomplishment.

(1) Rotating beacons must be on constantly between official sunset and sunrise, unless a Notice to Airmen (NOTAM) was issued indicating a beacon is inoperative or will be turned off for training.

(2) Runway lights are required to be on prior to non-NVD ACFT being established on final approach, but not later than 3 NM from Fort Sill.

(3) Obstruction lighting is uncontrollable; therefore, do not turn off for NVD training.

b. Traffic Restrictions. Do not place undue traffic restrictions upon nonparticipating ACFT, but make maximum effort to assist NVD aviators in their training. The following rules apply as indicated.

(1) HPAAF. In the HPAAF Class "D" Airspace and traffic pattern, anticollision lights will be on and position lights set to BRIGHT at all times. Do not implement special separation or procedures since all aircraft will be fully illuminated. Expect aided aircrews to conduct themselves in the traffic pattern as if unaided and should consider removing NVD's if city lights, airfield lights, or the lights of other aircraft become distracting. Aircrews should advise ATC that they are aided so that controllers and other aircraft can avoid light distractions to aided aircraft to the maximum extent possible.

(2) Stagefields. If NVD training is being conducted and an unaided aircraft approaches, the NVD ACFT will turn on his/her position lights to BRIGHT until the unaided ACFT departs the area.

c. Authorized Routes.

(1) NVD ACFT transitioning out of HPAAF will transition via the most direct route from HPAAF to one of the established VFR reporting points at an altitude of 1900 feet MSL. Immediately upon departure from traffic, aircraft must contact Fort Sill

Flight Following (FSFF) with their intentions and request traffic advisories.

(2) NVD ACFT transitioning into HPAAF will transition via the most direct route from one of the established VFR reporting points to HPAAF at an altitude of 1600 feet MSL. Prior to arrival at the VFR reporting point, arriving ACFT will contact FSFF with their intentions and request traffic advisories.

(3) Units may conduct NVD "lights out" training in Fort Sill restricted areas, provided that the unit conducting "lights out" training submits a local NOTAM to HPAAF Base Operations NLT 24 hours prior to conducting training.

(4) ACFT Lighting. Follow the below procedures.

(a) Nav lights on steady dim in R5601 outside HPAAF Class "D" Airspace.

(b) Nav lights as required in the off-post NVD training area.

(c) Anticollision Light as required below 200'AGL and outside HPAAF Class "D" Airspace.

d. Use any lights at any time to signal controllers or to warn other ACFT of NVD training ACFT presence. Any ACFT that departs the R5601 restricted area (or other area for NVD training) must comply with FAA regulations for minimum lighting.

e. Weather Minimums. Minimum weather forecasted for the flight will be 500' ceiling and 1 statute miles visibility from takeoff until estimated time of return (ETR) plus 1 hour. Terminate flight anytime reported weather or pilot-observed weather is less than these minimums. If you must terminate your flights because of deteriorating weather, the PILOT-IN-COMMAND may elect to continue to HPAAF if it can be done safely.

f. Flight Following. Single ACFT conducting NVD training will flight-follow in accordance with chapter 4, section III, of this regulation. Required reports will be no more than 30 minutes apart. Flights of two or more may flight follow internally.

g. Communication Requirements. All ACFT within the HPAAF "D" surface area will use primary VHF Frequency 124.95. R5601 -

Primary VHF Air-to-air 143.1. Initial calls/reports will include the remark "GOGGLE FLIGHT."

h. Inadvertent IMC. Give consideration to the fact that wearing the NVD's could contribute to inadvertent IMC due to the ability to see through thin, partial obstructions such as fog and rain. Remove or flip up the NVD's up once cruise flight is established.

i. Disorientation Procedures. Upon realizing they are disoriented, an aircrew should climb to an altitude that ensures obstacle clearance on a heading that will keep the ACFT clear of the restricted area hot firing points, impact area, and approach paths to HPAAF and Lawton Airport. Adjust ACFT lights as necessary, NVD's removed if desired and an attempt made to reorient the ACFT using navigational aids and visual landmarks. **CONTACT FORT SILL APPROACH CONTROL FOR ASSISTANCE IN DETERMINING POSITION.** You may resume the NVD mission once orientation is reestablished.

CHAPTER 5

FLIGHT PROCEDURES AND RULES

5-1. PROCEDURES FOR FILING FLIGHT PLANS.

a. Outside Henry Post Army Airfield's Local Flying Area.

(1) When HPAAF Base Operations Dispatch (HPAAFD) is open (Bldg 4907) all military aircrews are required to file a military flight plan DD 175, including DD 175-1 weather briefing, unless already on a current stopover flight plan. Normal operating hours for HPAAFD is 0730-1630 local Mon-Fri, except holidays. Aircrews departing the designated local flying area (para 2-1d and figure 2-1a) will file VFR/IFR flight plans **in person** with HPAAFD.

(2) When HPAAFD is closed: Prior to departing HPAAF, the pilot must file a VFR/IFR Flight Plan with McAlester FSS.

b. HPAAFD will open flight plans when a DD Form 175 has been filed and activated by the Pilot-in-Command. When HPAAFD is closed, the pilot must open and close flight plans with McAlester FSS. In any case, when landing at a destination that does not have Aeronautical Information System (AIS) capabilities, the pilot must close the flight plan with the appropriate Flight Service Station (FSS) upon arrival. Likewise, when departing a

location that does not have AIS capabilities, open the flight plan with the appropriate FSS so they can send a departure message back to HPAAF.

c. Within the Henry Post Army Airfield's Local Flying Area.

(1) When HPAAF Base Operations Dispatch (HPAAFD) is open (Bldg 4907) all military aircrews filing a local flight plan, (operation's log), may file over the phone by calling HPAAF Dispatcher telephone 2-5808/3012. **Special Duty personnel attached to 82^d Medevac location are not authorized to file flight plans, or operation's log.**

(a) When HPAAF Base Operations Dispatch (HPAAFD) is open changing/amending a local flight plan, (operation's log), may be done by contacting Base Operations Dispatch on (primary) VHF 123.05 or (secondary) UHF 376.7.

(2) When HPAAFD is closed: File a local flight plan, (operation's log), with HPAAF Army Radar Approach Control (ARAC) by calling 442-2004. (If unable to file via landline an alternate method is to file by contacting ARAC on (primary) VHF 118.6 or (secondary) UHF 248.2.

(a) Change/amend a local flight plan, (operation's log), by contacting ARAC on (primary) VHF 118.6 or (secondary) UHF 248.2.

(b) Prior to departure the pilot shall contact ARAC for flight plan activation.

5-2. WEATHER SERVICE. Operating Location "A" (OLA), 3d Weather Squadron operates the airfield weather station in Building 4907 at HPAAF. OLA, 3^d WS will have a weather observer on duty 16 hours a day, 5 days a week. Provide weather support and dissemination of weather notices in accordance with USAFACFS Regulation 115-9 and USAFACFS Severe Weather Operation Plan (SWOP).

a. DD Form 175-1 will normally be available in the flight planning room. IFR/VFR flights requiring the filing of a DD Form 175-1 may obtain the weather briefing over the phone from weather forecaster at Garrison Operations, Third Weather Squadron, Fort Hood, TX, DSN 738-9620. Maintain a standard pilot briefing display, briefing aids, and telephone instructions at the counter at the HPAAF weather station.

b. OLA, 3^d WS operates a Pilot-to-Metro Service (PMSV) radio on UHF frequency 375.2. Limited PMSV is available as OLA, 3^d WS has only an observer on duty. Weather observers are specifically prohibited from making or interpreting forecasts for any weather elements. Observers may relay the following information:

- (1) Surface observations.
- (2) Radar observations.
- (3) Terminal area forecasts (TAFs) for which an amendment capability exists.
- (4) Weather warnings and advisories for Fort Sill which have been locally disseminated.
- (5) Centrally prepared military weather advisories and icing/turbulence products.

c. OLA, 3^d WS will issue Weather Advisories, Weather Watches, Weather Warnings, and Local Flying Advisories in accordance with USAFACFS Regulation 115-9 and USAFACFS SWOP.

(1) In the event of weather notices, the Control Tower will immediately transmit the following message over UHF and VHF tower frequencies - - "Attention Fort Sill-based ACFT. Check weather." Transmit the same message at 5 minutes and 35 minutes past the hour throughout the duration of the warning period or as long as Fort Sill ACFT are operating in the local area.

(2) HPAAF Dispatcher (Airfield Operations Officer, AVN DIV when Dispatch is closed) is responsible for notification of severe weather to Fort Sill aviation units and activities, including but not limited to Aviation Division, DPTM; 82nd Medical Detachment; and RW and FW contractors.

d. Airfield manager will determine and report runway surface conditions IAW AFMAN 15-111, paragraph 3.12.2.10.

5.3. FLIGHT PLANNING PUBLICATIONS (FLIP). Current DOD FLIP publications are available at HPAAF Flight Operations for planning purposes. Current FLIP publications will only be available to personnel or functions authorized FLIP publications on HPAAF account.

5-4. INADVERTENT IMC RECOVERY PROCEDURES.

a. Upon loss of visual contact with the ground due to inadvertent entry into IMC, the first and foremost concern should be to maintain ACFT control.

b. ACFT Aircrew Training Manuals provide a systematic process for taking the steps necessary to transition to instrument flight. First priority is to establish an immediate climb and--

(1) Level the wings on the attitude indicator.

(2) Maintain heading (turn only to avoid known obstacles). If on the Fort Sill reservation, turn to a heading that will depart the reservation by the most expeditious route and assure avoidance of the final approach courses for HPAAF and Lawton airport. If flight through the impact area is unavoidable, request a cease-fire from range control on 34.50 (West) or 38.50 (East).

(3) Apply power for climb to the Minimum Safe Altitude (MSA). For the Fort Sill area (within 25NM), the MSA is 3500' MSL.

(4) Adjust airspeed to climb airspeed.

(5) Squawk Mode 3/A 7700 (emergency) as soon as ACFT control is assured and climb is established.

(6) Establish radio communication with Fort Sill Approach Control.

c. Crews should be aware of the danger of distractions in the cockpit that can lead to loss of ACFT control. Examples of such distractions are changes of frequencies and transponder codes as well as trying to find the appropriate approach plate. These can be compounded if confusion exists as to crew duties. The PILOT-IN-COMMAND can prevent confusion by insuring that sufficient briefing is accomplished prior to flight to assure good cockpit teamwork and coordination.

d. In case of lost communications, follow procedures in the Flight Information Handbook.

5-5. SPECIAL VISUAL FLIGHT RULES (SVFR). SVFR are established to expedite the flow of arriving and/or departing ACFT from HPAAF Class D surface area during periods when HPAAF is below VFR minimums (1000-3). Departing ACFT must contact clearance

delivery to obtain SVFR clearance prior to taxi. ATC may approve SVFR ACFT flights only if arriving/departing IFR ACFT are not delayed. When weather conditions in the surface area are less than basic VFR minimum (1000-3), pilot must request SVFR and ATC must approve prior to operating an ACFT within the surface area. The SVFR clearance will not contain a specific altitude, as the pilot must remain clear of the clouds. ATC provides separation between SVFR ACFT and other known traffic. SVFR clearances are effective within the surface area only. ATC does not provide separation after an ACFT departs the surface area on a SVFR clearance.

a. Forecasted Weather. The pilot-in-command of each flight must have the below stated predominant weather forecast (takeoff/enroute/destination) at ETA through 1 hour after ETA for any VFR/SVFR flight segment when operating within HPAAAF Class D/E Surface area airspace or Restricted Area 5601.

CEILING	VISIBILITY		CEILING	VISIBILITY	
Rotary Wing			Fixed Wing		
Day	300'	1/2 SM	Day	500'	1 SM
Night	500'	1 SM	Night	500'	2 SM

NOTE: Weather minimums for SVFR ACFT transitioning through the East corridor without the intention of landing at FSI or LAW will be 500-1/2.

b. UnForecasted Weather: If weather below the above minimums are encountered, terminate the flight. If you must terminate flights due to deteriorating weather, the pilot-in-command of a Rotary Wing aircraft may elect to continue to HPAAAF if it can be done safely and the visibility is ½ SM Day, or 1 SM Night and the aircraft can remain "Clear of Clouds."

c. VFR ACFT entering the Lawton/Fort Sill Surface Area under SVFR conditions for landing at HPAAAF will obtain clearance from Fort Sill Approach at or prior to one of the following points.

- S - Walters Airport
- SW - Goodyear Plant
- SE - Southeast Corner Stagefield
- NW - Rabbit Hill
- NE - Elgin
- N - Lake Ellsworth

SVFR traffic destined for HPAAAF will enter the surface area from one of the above points.

5-6. FLIGHT FOLLOWING. Aircraft requesting Flight Following service should contact "Call Sign - Fort Sill Flight Following" on frequencies VHF 118.600 or UHF 248.20. Aircraft requesting Radar Service should contact "Call Sign - Fort Sill Approach Control" on frequencies VHF 118.600 or UHF 248.20. Provide radar services within 25 nautical miles (NM) of Fort Sill. Traffic advisories are available beyond 25 NM.

a. **USAGE.** Use of Fort Sill Flight Following (FSFF) is mandatory for all single-aircraft flights on a VFR flight plan, except when under control of unit operations, Henry Post Tower, or other agency (FSS). Flights of two or more aircraft may flight follow internally but must monitor and transmit intentions on VHF 143.100 (Air-to-Air) and monitor Range Control (34.50 or 38.50, as appropriate).

b. **REQUIRED REPORTS.** If FSFF is utilized, the following report procedures apply.

(1) Initial Contact. Give the following information to FSFF upon initial contact: identification (call sign); departure reporting point/arrival reporting point; destination; and type of flight plan (e.g., NVD, night, VFR, local).

(2) Position Reports. Rendered as required by FSFF or at 30-minute intervals. ACFT conducting NVD night training will make reports no more than 30 minutes apart to FSFF.

(3) Pilot may obtain a 30 minute "BLOCK TIME" to terminate operations at a field site. If ACFT is to remain on the ground longer than 30 minutes, upon arrival at destination, aviators will terminate with FSFF and report the actual position of the ACFT, grid coordinate, or other commonly known landmark. Pilot will notify FSFF that ACFT is on the ground and will give an ETD. If radio contact is unavailable, the pilot will provide FSFF with the appropriate information via land line or any other available communication from the field site. If pilot does not contact FSFF 15 minutes after ETD, FSFF will proceed with overdue ACFT procedures. ACFT with destinations more than 25 NM from Fort Sill will terminate Flight Following prior to the 25 NM point.

c. **OVERDUE ACFT.**

(1) Consider ACFT overdue 5 minutes after a required report has not been received.

(2) When an ACFT has been determined to be overdue, the Flight Following facility will--

(a) Initiate a communication search.

(b) After an ACFT has been overdue 15 minutes from last required report, notify HPAAFD that a communications search for the ACFT has been initiated.

(3) If there is a reason to believe that an aircraft is overdue prior to 30 minutes, take appropriate action immediately.

(a) After the ACFT has been overdue 30 minutes, notify HPAAF that communications search has failed to locate the ACFT.

(b) Notify HPAAFD when communication is reestablished with the overdue ACFT.

(4) HPAAFD, when notified by the Flight Following facility of an overdue ACFT, will take the following actions.

(a) Contact owning unit operations to inform them of ACFT 15 minutes overdue and request they perform a ramp check.

(b) If ACFT becomes 30 minutes overdue, initiate search and rescue procedures in accordance with individual unit search and rescue plans.

(5) DPTM Aviation Division will be responsible for ramp checks and search and rescue for ACFT not permanently assigned at Fort Sill.

(6) When HPAAFD is closed, FSFF will follow normal procedures, except when an ACFT has been overdue 15 minutes. FSFF will notify the Installation FOD that a communication search for the ACFT has been initiated and that they must contact the unit which owns the ACFT. HPAAF Operations will provide the Installation FOD a current listing of aircraft type and serial number of assigned aircraft and points-of-contact telephone numbers, so that overdue secondary procedures can be initiated.

(7) In the event of an Emergency Locator Transmitter (ELT) Signal, the following agencies will take the appropriate actions.

(a) TWR/ARAC will--

(1) Contact Lawton Tower to confirm receipt of an ELT signal and strength to assess location.

(2) Contact Dispatch and advise of an ELT signal.

(3) Solicit the assistance of other aircraft known to be operating in the signal area.

(b) Base Op/Dispatch will--

(1) Contact local units and advise them that an ELT signal is being received and to perform a physical check of all their aircraft.

(2) Contact transit pilots to check their aircraft if it is determined that the signal may be emanating from on the airport vicinity.

(3) Attempt to locate the signal by using the portable hand carried receiver.

(c) Units will--

(1) Direct a physical inspection of all their aircraft.

(2) Report the findings to Base Op/Dispatch once this action is completed.

5-7. GROUND HANDLING OF ACFT. Personnel engaged in ground handling operations will comply with the requirements of AR 95-1 and appropriate ACFT ATM's.

5-8. TAXIING OF ACFT. Conduct taxiing of ACFT at a safe speed to ensure avoidance of obstacles.

5-9. ENGINE RUNUPS. Do not conduct FW run-ups in the North run-up area between 2000-0630 local. You may authorize FW run-ups on the SW portion of the ramp area adjacent to the parallel taxiway (E-1 parking) between 2000-0630 local.

5-10. DEFUELING OPERATIONS: Follow the following procedures for defueling aircraft at HPAAF: Conduct defueling operations only during the normal duty hours of Airfield Operations (M-F 0730-1630).

a. Move the aircraft to aircraft parking point E-3 (HPAAF designated Defueling area).

b. The unit conducting the defueling operation will notify HPAAF Dispatch at 442-5808/6014 prior to starting defueling. Dispatch personnel will contact the Airfield Operations Officer or the Airfield Safety Officer of start time of the defueling operation.

c. HPAAFD personnel will advise HPAAF Tower of all defueling operations.

d. HPAAF Tower will notify Fire Department via direct line to put a unit on in-station standby.

e. Personnel will notify HPAAFD when they have terminated defueling operations and the same chain of notification to Tower and Fire Department will follow to release them from standby.

CHAPTER 6

RELATED ACTIVITIES

6-1. VIP ARRIVALS. The following procedures are established to provide for expeditious service to, and convenience for, arriving VIP codes 1- 7. Give priority to ACFT carrying codes to the extent possible within safety limitations in traffic sequencing. MEDEVAC and ACFT emergencies always have priority over other ACFT.

a. HPAAFD. HPAAFD will notify Tower and Approach Control of all inbound VIP flights (notify ARAC only of VIP code 6 and higher), and obtain initials. Twenty minutes prior to ETA, HPAAFD will contact Tower and ARAC for any information on the VIP ACFT. HPAAFD will continue notifying agencies listed in the HPAAFD Office of code arrivals.

b. Pilots will notify HPAAFD via the pilot-to-dispatcher radio of their ETA and code on board as soon as radio communications permit. If the Pilot-to-Dispatcher radio is not operating, contact HPAAF Tower and provide this information.

c. Air Traffic Control Tower. ATC personnel will receive and record notice of code arrival, notify HPAAFD of ETA. Report variation in ETA of 5 minutes or more to HPAAFD.

d. ARAC. ARAC will notify HPAAFD when they receive the computer-generated strip listing ETA of VIP ACFT.

6-2. SEARCH AND RESCUE. Annex B to Fort Sill Sector/USAFACFS Military Assistance to Civil Authorities Plan prescribes details and responsibilities. Fort Sill ACFT will support Air Force Rescue Coordination Center, Central Sub-region, when directed, and will operate under the direction of the Installation Search and Rescue Officer.

6-3. PROTECTION OF ACFT FROM SEVERE WEATHER.

a. Commensurate with any severe weather warning or environmental hazard. ACFT will be placed available hangars to the maximum extent possible, and all others will be moored IAW Aircraft TM 1-1500-250-23.

b. ACFT Evacuation. The authority to order ACFT evacuation from Fort Sill rests with the Cdr, USAFACFS. In the event such an order is given, the aircraft unit commander will determine evacuation destination, and will base evacuation on forecast local weather conditions and the availability of destination facilities to provide adequate protection.

c. Refueling of ACFT. Suspend refueling of ACFT at HPAAF whenever there is any thunderstorm or lightning activity within 5 NM of HPAAF.

6.4 MAINTENANCE OF TRANSIENT ACFT. There is no maintenance capability for transient aircraft at HPAAF.

6-5. ACFT WITH HAZARDOUS CARGO. Dangerous cargo includes explosives, fuel, highly combustible material, and all chemical, biological, and radiological material. Upon notification that an ACFT with dangerous cargo will be arriving, implement the following procedures.

a. If hazardous cargo is scheduled to arrive during other than normal hours of operations, HPAAF Operations will ensure Dispatch personnel are on duty from 1 hour prior to the scheduled ETA until completion of the unloading/refueling procedures.

b. HPAAFD will--

(1) Notify Airfield Operations Officer as soon as possible.

(2) If material transported is for a Fort Sill agency, notify that agency as soon as possible, but no later than 15 minutes before ETA.

(3) Notify HPAAF Tower with ETA of aircraft and provide the tower with type and amount of hazardous cargo.

(4) Alert Fire Department for on-field standby. Also provide Fire Department type and amount of hazardous cargo.

(5) If the ACFT contains a shipment for the Ammunition Storage Area, notify the Ammunition Storage Area gate guard (442-6196) and request that notification be given to the Depot Foreman of the incoming shipment.

c. Off Loading and Refueling will--

(1) Direct aircraft arriving with hazardous cargo to the compass rose for unloading/refueling. For simultaneous arrivals use the South run-up area.

(2) Refuel and off load only in the areas designated in (1) above.

(3) Do not leave aircraft with hazardous cargo on board unattended at any time.

d. Tower personnel will make periodic observations of the parked ACFT and report any unauthorized personnel to the appropriate authority. Tower will notify the Fire department for on-field standby and all pertinent information.

6-6. USE OF HPAAF BY HEAVY CARGO ACFT. Based on pavement evaluation studies prepared by Corps of Engineers, (figures 6-2, 6-3 and chart 6-1a), the following limitations on the use of HPAAF by heavy cargo ACFT are established.

a. C-130. Use the C-130 for unlimited operations at a maximum gross weight of 175,000 pounds or less while operating on the N-S runway; taxiway 1 and 3; and apron 1. C-130 operations on the Main Apron is restricted to 145,000 pounds without the direct approval of the Airfield Manager.

b. C-5A. Use the C-5A for unlimited operations at the reduced maximum gross weight of 585,000 pounds or less. It must remain on the N-S runway; taxiway 1; apron 1 only. The C-5A must not use Taxiway 3. C-5A operations on the Main Apron are restricted to 690,000 pounds without the direct approval of the Airfield Manager.

c. C-17. Use the C-17 for unlimited operations at a maximum gross weight of 545,000 pounds or less while operating on the N-S runway; taxiway 1 and 3; and apron 1. C-17 operations on the Main Apron are restricted to 340,000 pounds without the direct approval of the Airfield Manager. The Airfield Manager can approve the C-17 Max Gross Weights up to 510,000 pounds.

Chart 6-1a					
	PCN 53	PCN 53	PCN 95	PCN 60	PCN 30
TYPE ACFT	N-S RUNWAY	TAXIWAY 1	TAXIWAY 3	APRON 1	MN APRON
C-5A	837,000	837,000	837,000	837,000	690,000
C-9	108,000	108,000	108,000	108,000	100,000
C-17A	530,000	530,000	560,000	530,000	340,000
C-130A	175,000	175,000	175,000	175,000	137,000

References for the weight restrictions are based on Misc Paper, GL-96-28, Sep 96, Airfield Pavement Condition Survey, HPAAF, Fort Sill, OK 73505.

d. This information describes the ACFT loading capabilities of the airfield pavements only. Operational limitations imposed upon the ACFT, particularly runway length, taxiway width, density altitude, etc., must be coordinated between the requesting unit and US Air Force Military Airlift Command.

6-7. FW/RW HOT SPOT PARKING PROCEDURES.

a. ATC personnel will coordinate with HPAAFD to give priority of use for VIP Spots to ACFT with code arrivals and departures. ATC will restrict use of the diagonal taxiway between the parallel taxiway and the VIP Spot to FW aircraft. RW traffic with VIP's on board will be directed down the parallel taxiway to Bravo or Charlie rows for RW VIP parking.

b. Aviators arriving/departing HPAAF will coordinate with HPAAFD or ATC before utilizing the Hot Spot. Aviators will advise ATC if carrying a code passenger and will comply with ATC instructions concerning the Hot Spot.

c. Move aircraft utilizing Hot Spot if not departing with passengers within 30 minutes. Do not leave ACFT parked unnecessarily on the Hot Spot.

6-8. ATC PROCEDURES DURING NONAVAILABILITY OF FIRE FIGHTING AND CRASH RESCUE EQUIPMENT.

a. The Fort Sill Fire Department requires, on occasions, the use of personnel and equipment normally covering the airfield to respond to other emergencies. Should the need arise to utilize this procedure, notify HPAAF Tower (ARAC when tower is closed). If Fort Sill Fire Department is unavailable for crash standby, ATC will terminate all nonstandard maneuvers.

b. In case of emergency or crash, the Tower will notify the Fire Department, via PILOT-IN-COMMANDAS, direct line or radio (Fire Dept Net). The Fire Department dispatcher will notify the senior fire officer, who will determine if Fort Sill firefighters can respond or if he/she must activate the mutual aid agreement with Lawton for dispatch of their crash units.

c. The Airfield Operations Officer is responsible for issuing an Air Advisory (AIRAD) if the equipment is not available after 8 hours, and a NOTAM if the condition exists beyond 10 days.

d. Once equipment is available again, the Fire Department will notify the HPAAFD. HPAAFD will notify the ATC Chief and the Airfield Operations Officer.

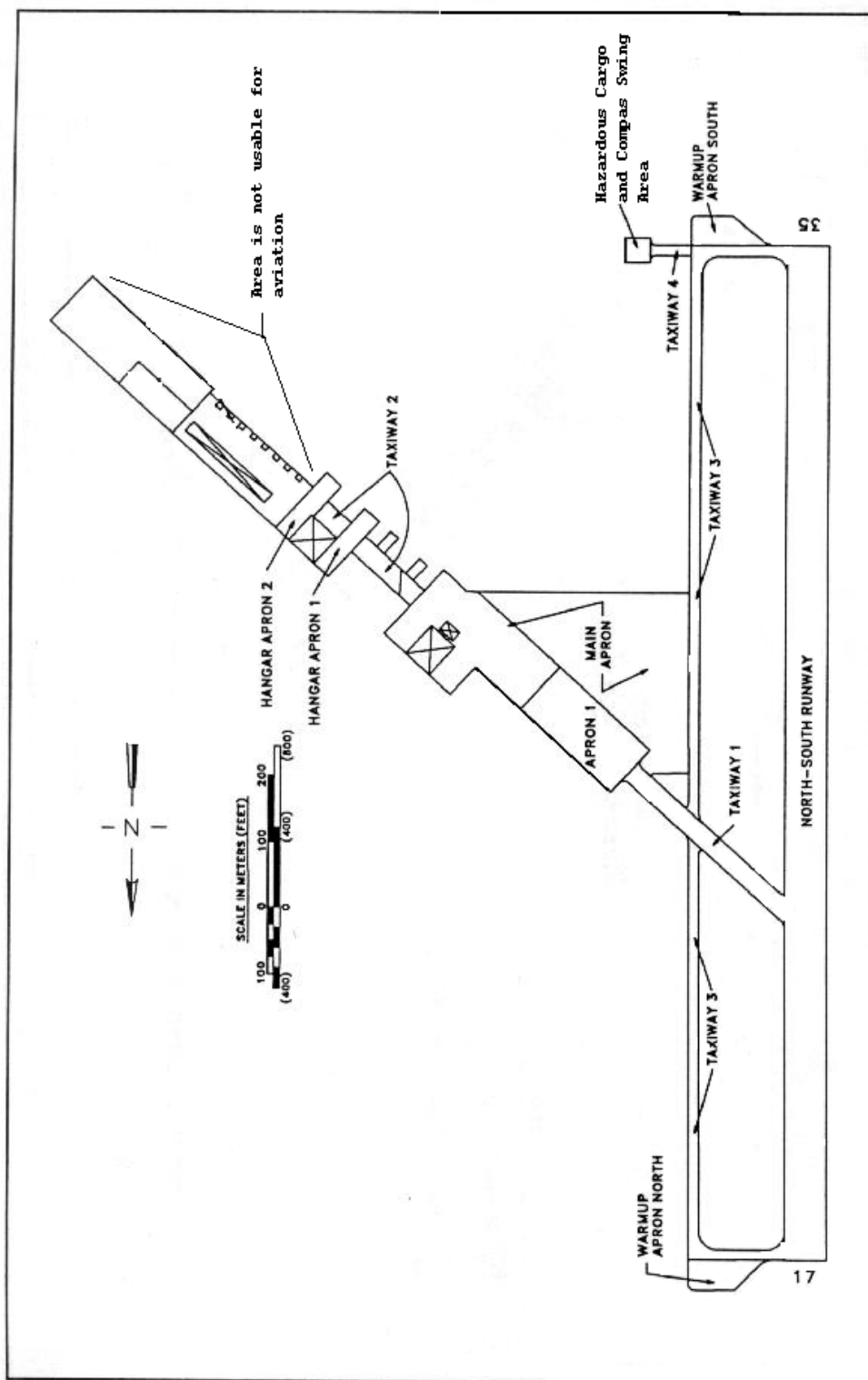


Figure 6-1, Layout of Airfield Pavements

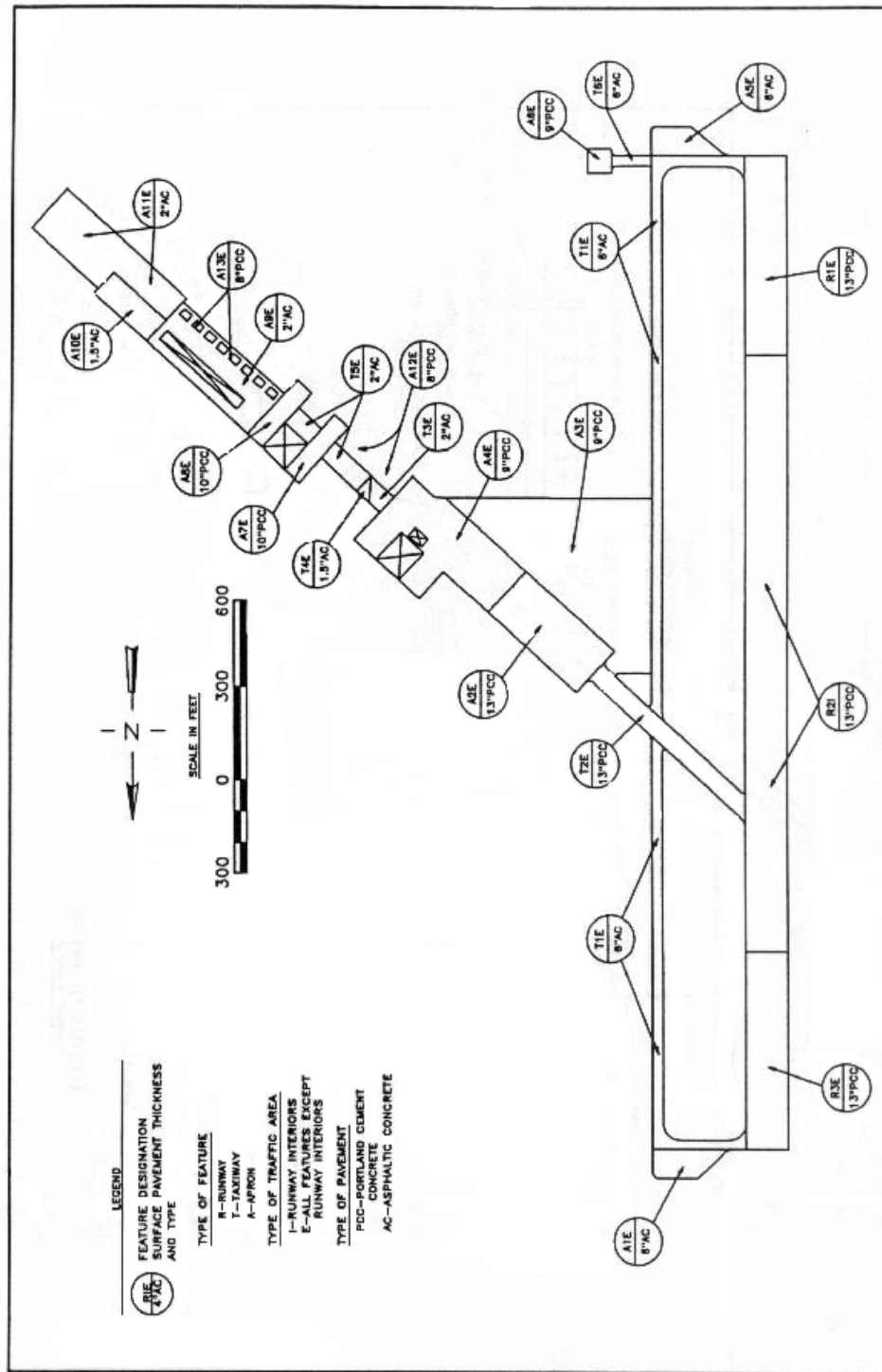


Figure 6-2, Pavement Feature Identification and Locations

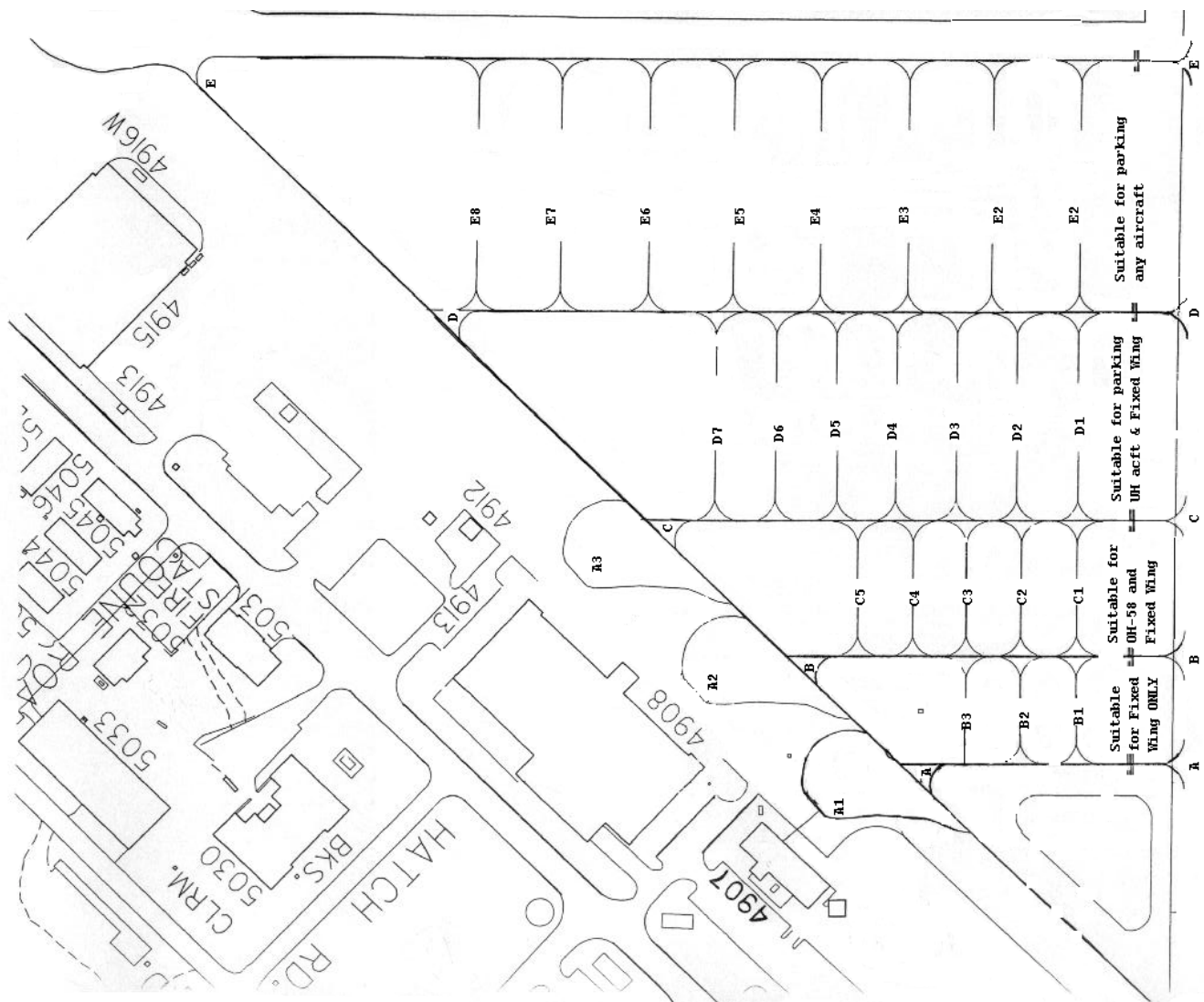


Figure 6-3, Aircraft Parking Plan

APPENDIX A

FORT SILL AVIATION TRAINING AREA SAFETY BRIEFING

A-1. Fort Sill Aviation Training Area Safety Briefing Officers will utilize the outline below. Aviation training safety briefings are required prior to the first flight mission on Fort Sill. Follow this briefing by a local area orientation, if the unit IP deems it necessary. This requirement is mandatory for all aviators assigned to Fort Sill and all aviators visiting Fort Sill for training. A briefing/local area orientation is valid for 1 year. Forward rosters for personnel who have received a complete briefing and orientation flight to the HPAAF IASO.

A-2. RANGE BRIEFING OUTLINE.

a. Fort Sill has some of the most dangerous airspace in the United States; strict situational awareness to hazards is essential to safe operations.

b. Layout of the Fort Sill Range Area.

(1) Boundary Locations.

(a) Fence type.

(b) Signs.

(c) Firebreak description.

(d) Gates.

(2) Restricted Area R5601.

(a) Subdivisions.

(b) Controlling Agencies are Range Control, ARAC, and Quanah/Falcon Range (USAFR).

(3) AIRAD/NOTAM Notification.

c. Ranges.

(1) Small Arms Ranges.

(2) Artillery/Indirect Fire.

- (a) Firing Point Method (FPs).
- (b) Training Area Method.
- (3) Laser Ranges. See appendix C (Aerial Laser Operations)
 - (a) Laser Points.
 - (b) Laser Boxes.
- (4) CAS/Bomber Ranges.
- (5) EOD Range.
- (6) CS Training Area.
- (7) Stagefields.
- d. Hazards/Hazard Protection Controls.
 - (1) Artillery trajectories, fuses, blast danger area, and safety boxes.
 - (2) Duds in impact areas.
 - (3) Duds outside impact areas (south of Moway House, EOD valley, Quanah/Falcon Range).
 - (4) Wires.
 - (5) Towers.
 - (6) Antennas.
 - (7) HIRTA.
 - (8) Lasers.
 - (9) Mid-air collision avoidance.
 - (10) Direct Fire Weapons.
 - (11) Illumination and flare parachutes.
- e. Communication.

(1) Mandatory Frequencies (Underlined is preferred Frequency).

(a) Range Control: 34.50, 38.50, 356.50, 344.50.

(b) Air-to-air: 143.10, 242.4.

(c) Fort Sill Flight Following (if single ship): 248.2, 118.6.

(2) Services Provided.

(a) Range Control is not a flight following agency, it has no air traffic controllers. Range Control provides telephonic range advisories before take-off and radio updates during flight. Range Control only needs to know if you are in R5601 airspace. Position reports are discouraged.

(b) Air-to-air is for collision avoidance. Advisory position reports for corridors and boundaries with direction of flight are sufficient to alert other aircraft on the range.

(c) Fort Sill Flight Following provides positive (squawk 4000) and procedural flight following with a 30 minute "operations normal" call with the same air traffic controllers manning Fort Sill approach.

(3) Nonmandatory Frequencies.

(a) MEDEVAC: 32.20.

(b) Quanah/Falcon Range: 390.10.

(c) Fort Sill METRO: 375.20.

f. Henry Post Army Airfield (HPAAF) Class D Airspace, Weekdays 0600-2200, Class E Airspace from 2200-0600L weekday & 0001 to 2400 weekends & holidays.

(1) Dimensions.

(2) Facilities.

(3) Services.

(4) Communications.

(5) Traffic Pattern.

(6) Refueling.

(7) Entry and exits.

g. Air Safety.

(1) Frequency cards. ATIS now 135.425

(2) Fort Sill maps.

(3) Hazard maps.

(4) Crash rescue maps.

(5) Minimum safe altitude. (3500 Ft MSL)

(6) IMC procedure.

(7) Flight plans.

(8) Pre-accident plan.

(9) Crash rescue.

(10) SAR.

APPENDIX B

ACFT EMERGENCY PLAN

B-1. PURPOSE. This ACFT Emergency Plan prescribes the procedures to be followed in the event of an ACFT emergency during the conduct of range firing.

B-2. PROCEDURES. Anyone who is involved in or witness to an ACFT emergency will immediately declare a "Cease-Fire" and advise the OIC.

a. Report any emergency immediately to Range Control and Airfield Operations in accordance with USAFACFS Pamphlet 385-95.

b. The OIC will ensure that the following is accomplished:

(1) Designate one ACFT to remain over the site (or fly chase to maintain communications and assist air or ground rescue teams).

(2) Direct uninvolved ACFT away from the scene with anticollision lights on.

(3) Notify Range Control and request an ambulance as required. Notification should include--

(a) Location and time of emergency.

(b) Nature and number of injuries.

(c) Type ACFT and nature of emergency.

(4) Forward information thru the crash net and request MEDEVAC as required.

(5) Notify Installation Aviation Safety Officer.

c. Any ACFT emergency resulting in visible damage to systems or components will be considered an accident and investigated as such.

B-3. IN-FLIGHT EMERGENCY. Report immediately any ACFT emergency to any Fort Sill ATC agency.

B-4. LOST COMMUNICATIONS.

a. In the event of lost communications, the PILOT-IN-COMMAND will accomplish the following.

(1) Clear the range area.

(2) Follow prescribed lost communications procedures in accordance with existing regulations.

(3) Report to the Fort Sill ATC upon landing.

b. ATC will call a "Check-Fire" until the ACFT is accounted for.

APPENDIX C

AERIAL LASER OPERATIONS

C-1. AERIAL LASER OPERATIONS. This appendix establishes the procedures to be followed to ensure safe aerial lasing and compliance with the following references:

a. AR 40-46, Control of Health Hazards from Lasers and other High Intensity Optical Sources.

b. AR 385-9, Safety Requirements for Military Lasers.

c. AR 385-63, Policies and Procedures for Firing Ammunition for Training, Target Practice, and Combat.

d. TB Med 524, Occupational and Environmental Health; Control of Hazards to Health from Laser Radiation.

e. USAFACFS Reg 385-1, Post Range Regulation.

C-2. RANGE OPERATIONS.

a. Do not conduct laser operations without a certified Laser Range Safety Officer (LRSO) continuously on the firing range. Maintain strict adherence to this regulation and the above listed references. Any special/supplemental instructions/limitations/warnings issued for specific aircraft by appropriate authority must be understood and complied with by all participating personnel.

b. Checklists for laser operations on Fort Sill are contained in this appendix. Checklists are required for use by all key personnel involved in laser operations.

c. Do not permit laser firing if standing water or reflective materiel is detected within 30 meters of the target area.

d. Laser operations will cease when any unsafe condition may exist.

C-3. LRSO CERTIFICATION. Company/troop/battery commanders may certify rated pilots to perform as LRSOs on Fort Sill after thorough training in the provisions of this regulation, the

references listed above, and the Operator's Manual of all assigned lasing aircraft. Document this certification in Memorandum format and hand carry to Fort Sill Range Control Office.

C-4. RANGE RESPONSIBILITIES.

a. LRSO will--

(1) Maintain responsibility for the overall operation of the range and enforcement of range safety.

(2) Be thoroughly familiar with the range layout, applicable directives, and the Aircraft Emergency Plan (appendix B).

(3) Ensure all required support activities are in place (if applicable) and all personnel are briefed as required.

(4) Ensure all participating personnel have laser eye protection (glasses and/or visors). Ensure all participating magnifying devices used to observe the targets have appropriate laser safety filters in the optical train of the magnifying filters.

(5) Maintain continuous positive two-way communications with Range Control.

b. Range Officer-in-Charge (OIC) will--

(1) Be responsible for the preparation and briefing of all aircrews prior to any laser operations.

(2) Supervise the overall operation and safety procedures of aircraft under his/her control and assist the LRSO to resolve conflicts.

(3) Appoint each PILOT-IN-COMMAND to act as the LRSO of his aircraft.

(4) Ensure at least one person is performing range OIC and LRSO duties.

C-5. TERMINOLOGY AND DEFINITIONS.

a. Use the following standard terminology to enhance lasing safety.

- (1) Switches "COLD:" Laser switch is "STANDBY" or "OFF."
- (2) Switches "HOT:" Laser switch is "ARM," "ARMED," or "ON."

b. Definitions.

(1) Maximum Hover Altitude (MHA). The flight altitude above ground level, at a maximum, that an aircraft may obtain prior to lasing the target.

(2) Minimum Lasing Altitude (MLA). The flight altitude above ground level, at a minimum, that the aircraft must maintain before lasing the target.

(3) Aircraft Operational Control Area (AOCA). The area that the aircraft can tactically maneuver and simultaneously conduct laser operations.

(4) Target Location Area (TLA). The area defined by DPTM Range Division as authorized to fire as laser into.

C-6. CONDUCT OF FIRING.

a. Conduct a complete range and safety briefing (USAFACFS Reg 385-1, page 93, figure 3-3) prior to all laser operations.

b. Conduct a radio check-in on FM or UHF IAW USAFACFS Reg 385-1, page 50, para 3-5d.

c. Firing will be IAW USAFACFS Reg 385-1, paragraphs 3-25 through 3-32.

d. Checklists (figures 3-2 and 3-3) in USAFACFS Reg 385-1, pages 91, and 92 are mandatory.

e. The only authorized AOCAs on Fort Sill are listed in USAFACFS Reg 385-1, page 95, figure 3-5.

f. Check-Out with Range Control (Same as C-6b) before leaving the range.

The proponent of this regulation is the Aviation Division, DPTM.
Users are invited to send comments and suggested improvement to
Cdr, USAFACFS, ATTN: ATZR-TFA.

FOR THE COMMANDER:



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